BookletChart™

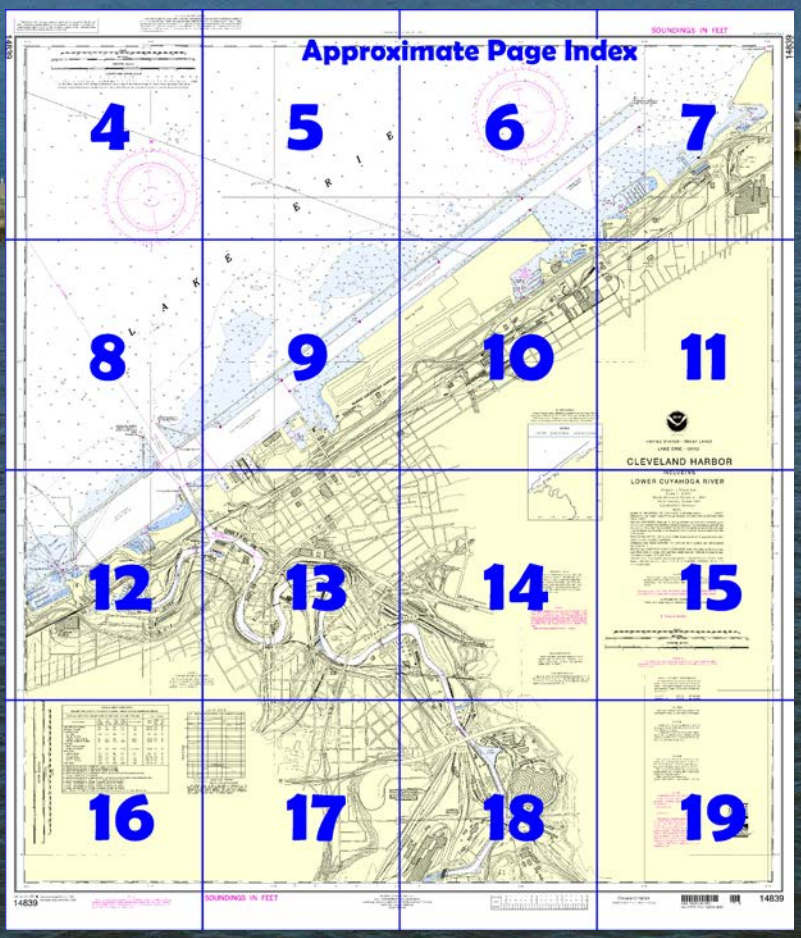
Cleveland Harbor

NOAA Chart 14839

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.

- *Complete, reduced-scale nautical chart*
- *Print at home for free*
- *Convenient size*
- *Up-to-date with Notices to Mariners*
- *Compiled by NOAA's Office of Coast Survey, the nation's chartmaker*



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=14839

(Selected Excerpts from Coast Pilot)
Cleveland Harbor, about 175 miles SW of Buffalo and 95 miles E of Toledo, consists of an outer harbor formed by breakwaters and an inner harbor made up of the **Cuyahoga River,** and the **Old River** which was the original outflow channel of the Cuyahoga River. The city of **Cleveland, Ohio,** is one of the major industrial centers on Lake Erie.
The major commodities handled at the port are iron, steel, and aluminum products; limestone, iron ore, sand, stone, salt, and other minerals; petroleum products and other liquid bulk cargo; and general and containerized cargo in the foreign trade.
Vessels calling at Cleveland Harbor may obtain information on river traffic by contacting the Great Lakes Towing Co. dispatcher on VHF-FM channels 16 or 10, or by radiotelephone through a land station, telephone, 800-321-3663.
The most prominent objects when approaching Cleveland Harbor are the Municipal Stadium 0.7 mile E of the mouth of the Cuyahoga River, the Federal Office Building and the Erieview Plaza Tower about 1.1 miles E of the mouth, the Terminal Tower 1 mile SE of the mouth, and the lighted "W" sign 3.3 miles W of the mouth on the lakefront.
Federal regulations specify a **speed limit** of 6 mph in the harbor except in the outer harbor where the speed limit is 10 mph. (See **33 CFR 162.160 and 207.570,** chapter 2, for regulations.) However, the city of Cleveland has adopted a lesser **speed limit** of no wake, 4 mph in the Cuyahoga River and Old River. During fog or when a blue light or flag is shown from any pier, wharf, bridge or other place where person or property may be endangered, a **speed limit** of 2 mph is enforced.
Local harbor regulations are established by the city of Cleveland and enforced by the **harbormaster** who can be contacted at Water Control Laboratory, New West Pier, Whiskey Island, c/o Water Control Laboratory, 1201 Lakeside Avenue, Cleveland, Ohio 44114.
The Halvorsen Boiler and Engineering Company maintains portable equipment for making repairs to vessels at their berths and a machine shop capable of producing shafts 16 feet by 14 inches. G and W Industries, Inc. has a berth on the S side of the river above the Carter Road bridge with a 60-ton crane and floating cranes to 35 tons. They produce shafts up to 12 feet by 36 inches. The above repair companies are on the Cuyahoga River and provide all types of above- the-waterline repairs to vessels in Cleveland harbor.
Great Lakes Towing Company's facility is in Old River and has a 250-ton floating drydock, a heavy lift crane, and complete machinery facilities for above and below-waterline repairs of all types.
Several marinas on the lakefront provide transient berths, gasoline, diesel fuel, water, ice, electricity, launching ramps, and sewage pump-out. Vessels calling at Cleveland Harbor may obtain information on river traffic by contacting the Great Lakes Towing Co. dispatcher on VHF-FM channels 16 or 10, or by radiotelephone through a land station, telephone, 800-321-3663.
Dangers.–During flood stages of the Cuyahoga River, debris may be encountered in the river and in the outer harbor.
Safety zones have been established in the vicinity of river bends along Cuyahoga and Old Rivers. Mooring, standing or anchoring is prohibited in these areas. (See **33 CFR 165.1 through 165.7, 165.20 through 165.23, and 165.903**, chapter 2, for limits and regulations.)
Heavy small pleasure-craft traffic during the boating season is in Old River and on the Cuyahoga River as far upstream as just below the Conrail Bridge at mile 2.42.
Cleveland is a **customs port of entry.**
Quarantine is enforced in accordance with the regulations of the U.S. Public Health Service. (See Public Health Service, chapter 1.)
Harbor Regulations.–Federal regulations specify a **speed limit** of 6 mph (5.2 knots) in the harbor except in the outer harbor where the speed limit is 10 mph (8.7 knots). (See **33 CFR 162.160 and 207.570,** chapter 2, for regulations.) However, the city of Cleveland has adopted a lesser **speed limit** of no wake, 4 mph (3.5 knots) in the Cuyahoga River and Old River.

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

RCC Cleveland	Commander 9th CG District Cleveland, OH	(216) 902-6117

Table of Selected Chart Notes

Ⓟ Pump-out facilities

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area *Cable Area*

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
⊙(Accurate location) ⊙(Approximate location)

CAUTION

BASCULE BRIDGE CLEARANCES

For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.189" northward and 0.536" eastward to agree with this chart.

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Akron, OH	KDO-94	162.400 MHz
Cleveland, OH	KHB-59	162.550 MHz
Grafton,OH	WNG-698	162.500 MHz

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 6. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 9th Coast Guard District in Cleveland, Ohio or at the Office of the District Engineer, Corps of Engineers in Buffalo, New York.

Refer to charted regulation section numbers.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

Low Water Datum, which is the plane of reference for the levels shown on the above hydrograph, is also the plane of reference for the charted depths. If the lake level is above or below Low Water Datum, the existing depths are correspondingly greater or lesser than the charted depths.

CAUTION

Due to periodic high water conditions in the Great Lakes, some features charted as visible at Low Water Datum may be submerged, particularly in the near shore areas. Mariners should proceed with caution.

Most of the hydrography identified by the letter "J" was surveyed by the U.S. Army Corps of Engineers prior to 1974. Channels currently maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

SOURCE

Sailing courses and limits indicated in magenta are recommended by the Lake Carriers Association and the Canadian Shipowners Association.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

AIDS TO NAVIGATION. Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

AUTHORITIES. Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey and U. S. Coast Guard.

BRIDGE AND OVERHEAD CABLE CLEARANCES. When the water surface is above Low Water Datum, bridge and overhead clearances are reduced correspondingly. For clearances see U.S. Coast Pilot 6.

SYMBOLS AND ABBREVIATIONS. For complete list of symbols and abbreviations see Chart No. 1.

PLANE OF REFERENCE OF THIS CHART (Low Water Datum) ..... 569.2 ft. Referred to mean water level at Rimouski, Quebec, Canada, International Great Lakes Datum (1985).

SAILING DIRECTIONS. Bearings of sailing courses are true and distances given thereon are in statute miles between points of departure. The true bearing between any two points on this chart may be determined by connecting the two points with a straight line and measuring the angle of its intersection with a meridian line at or near the middle of the course.

CLEVELAND HARBOR CHANNEL DEPTHS

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO MAR 2011 AND REPORTS TO APR 2011

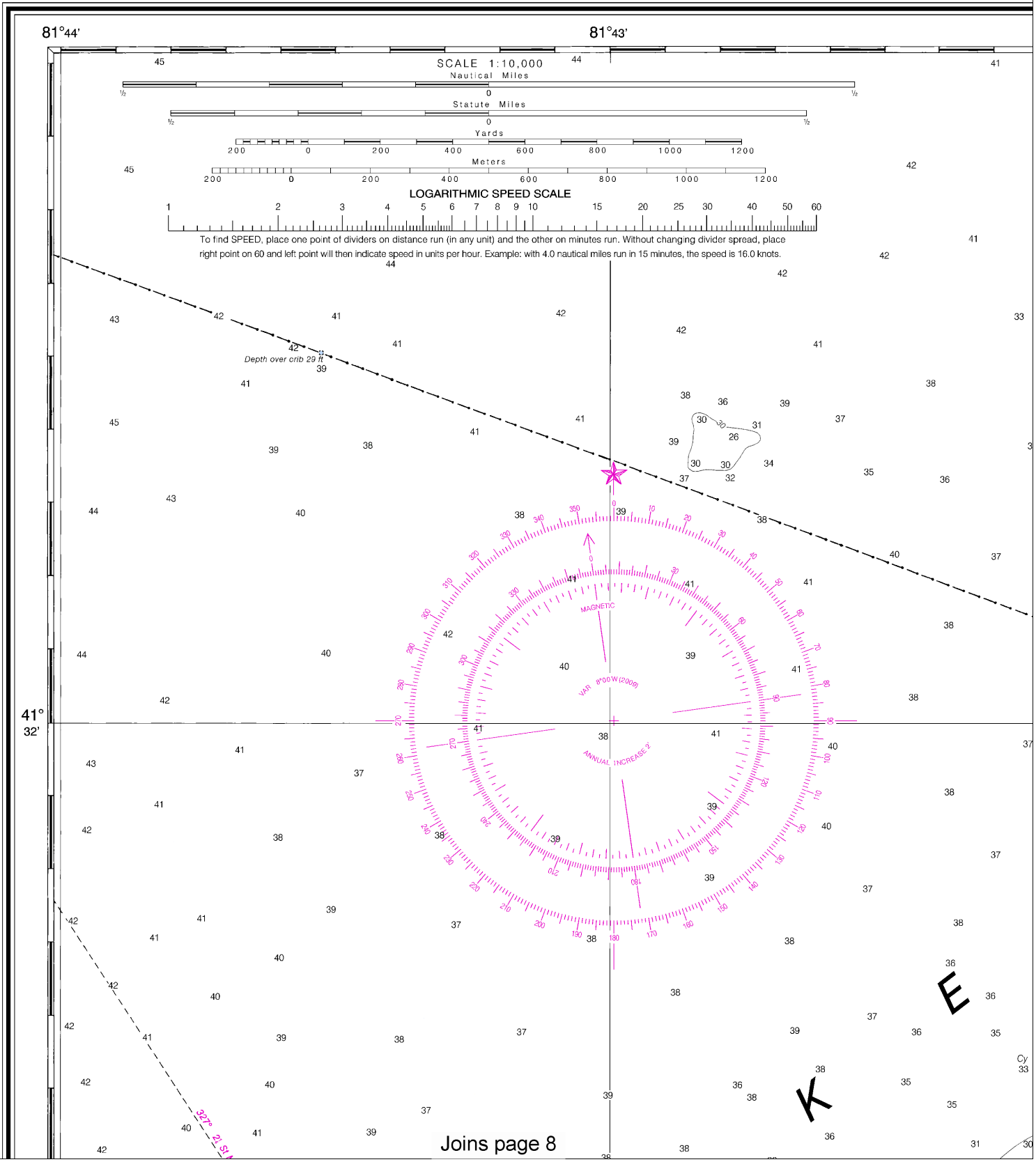
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT GREAT LAKES LOW WATER DATUM (LWD)						PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (FEET)	DEPTH LWD (FEET)
HARBOR ENTRANCE	26.6	28.6	29.0	25.3	10-10	600-700	1150	29
BASINS & CUYAHOGA RIVER ENTRANCE	25.4	28.0	28.0	23.2	10-10	230-760	1200	28
CUYAHOGA RIVER								
ENTRANCE TO BRIDGE 1 (J)	18.5	24.9	24.9	19.0	3-11	230	1700	27
BRIDGE 1 TO BRIGE 6 (B)	10.1	19.3	19.3	14.7	3-11	250-300	6300	23
BRIDGE 6 TO BRIDGE 12 (C)	9.7	12.9	12.9	8.1	3-11	180-700	5500	23
BRIDGE 12 TO BRIDGE 17 (D)	10.1	18.5	18.5	6.6	3-11	120-400	6400	14.2
BRIDGE 17 TO END OF TURNING BASIN (E)	13.9	18.4	18.4	13.1	3-11	110-250	4000	23
END OF TURNING BASIN TO BRIDGE 23 (F)	8.0	6.7	6.7	6.3	3-11	110-200	5200	23
UPSTREAM TURNING BASIN (G)	11.6	12.5	12.5	12.8	3-11	0-600	1000	18
OLD RIVER								
OLD RIVER (A)	11.2	13.7	13.7	13.0	3-11	120-125	5300	27
OLD RIVER UPPER END (H)	10.1	7.8	7.8	7.7	3-11	120	710	27
EAST BASIN								
EAST SECTION (A.)	16.9	22.2	22.4	19.5	10-10	500	14600	25
NICHOLSON APPROACH	22.2	22.3	22.2	21.8	10-10	400-1600	1300	25
MIDDLE SECTION (B.)	14.4	21.0	21.2	20.8	10-10	1270-1560	3800	27
WEST SECTION	18.6	22.9	27.5	24.7	10-10	1560	1300	28
WEST BASIN, MAIN SECTION	20.3	19.4	21.9	18.2	10-10	800-1560	4400	28
WESTERLY 400 FEET	16.5	14.7	14.1	12.9	10-10	330-800	400	28

A. TRAFFIC FLOWS IN EAST BASIN EAST SECTION FROM EAST TO WEST.

B. TRAFFIC FLOWS IN EAST BASIN MIDDLE SECTION FROM WEST TO EAST.

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

14839



4

Note: Chart grid lines are aligned with true north.

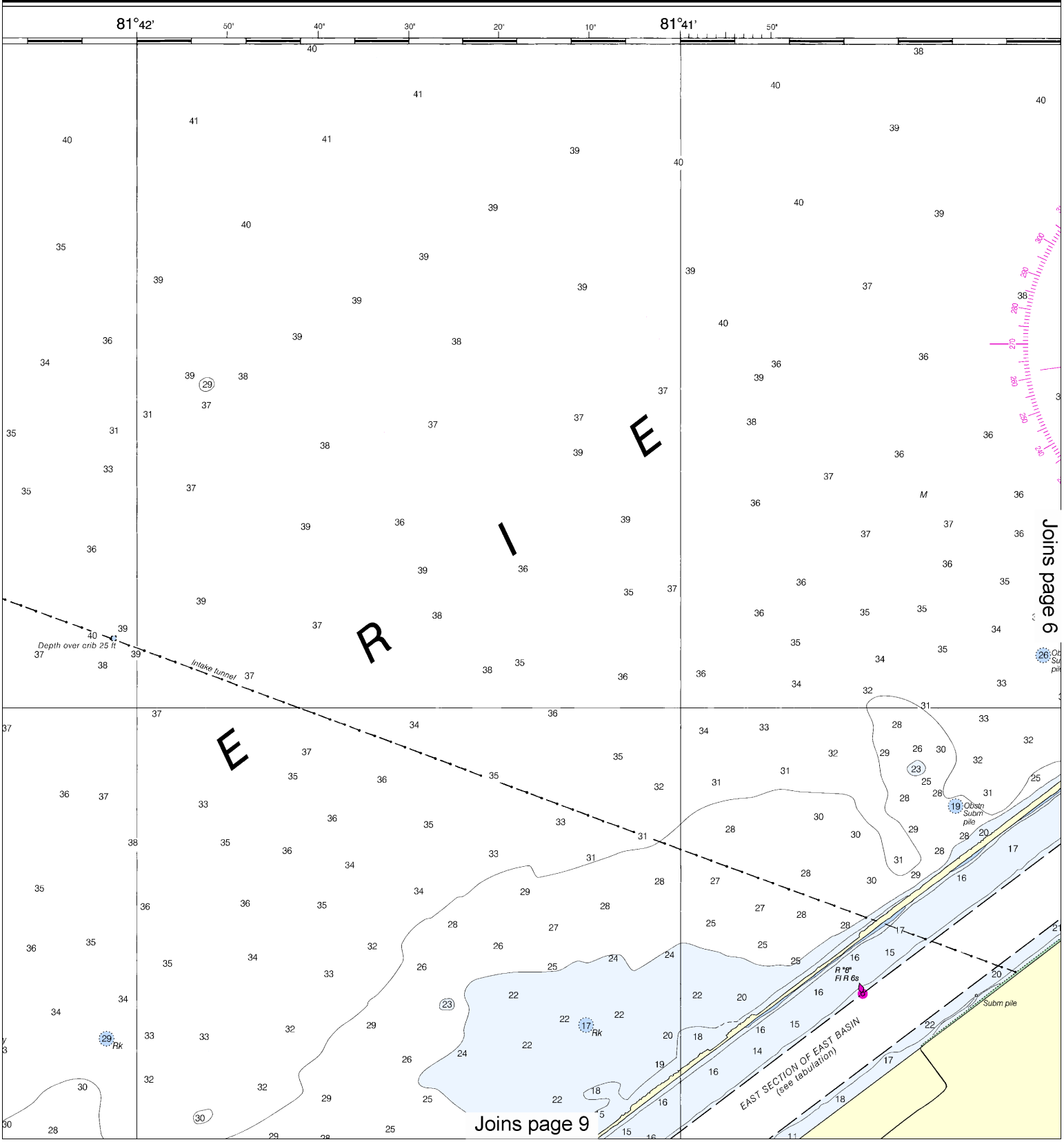
Printed at reduced scale. ~~SCALE 1:10,000~~ See Note on page 5.

Nautical Miles

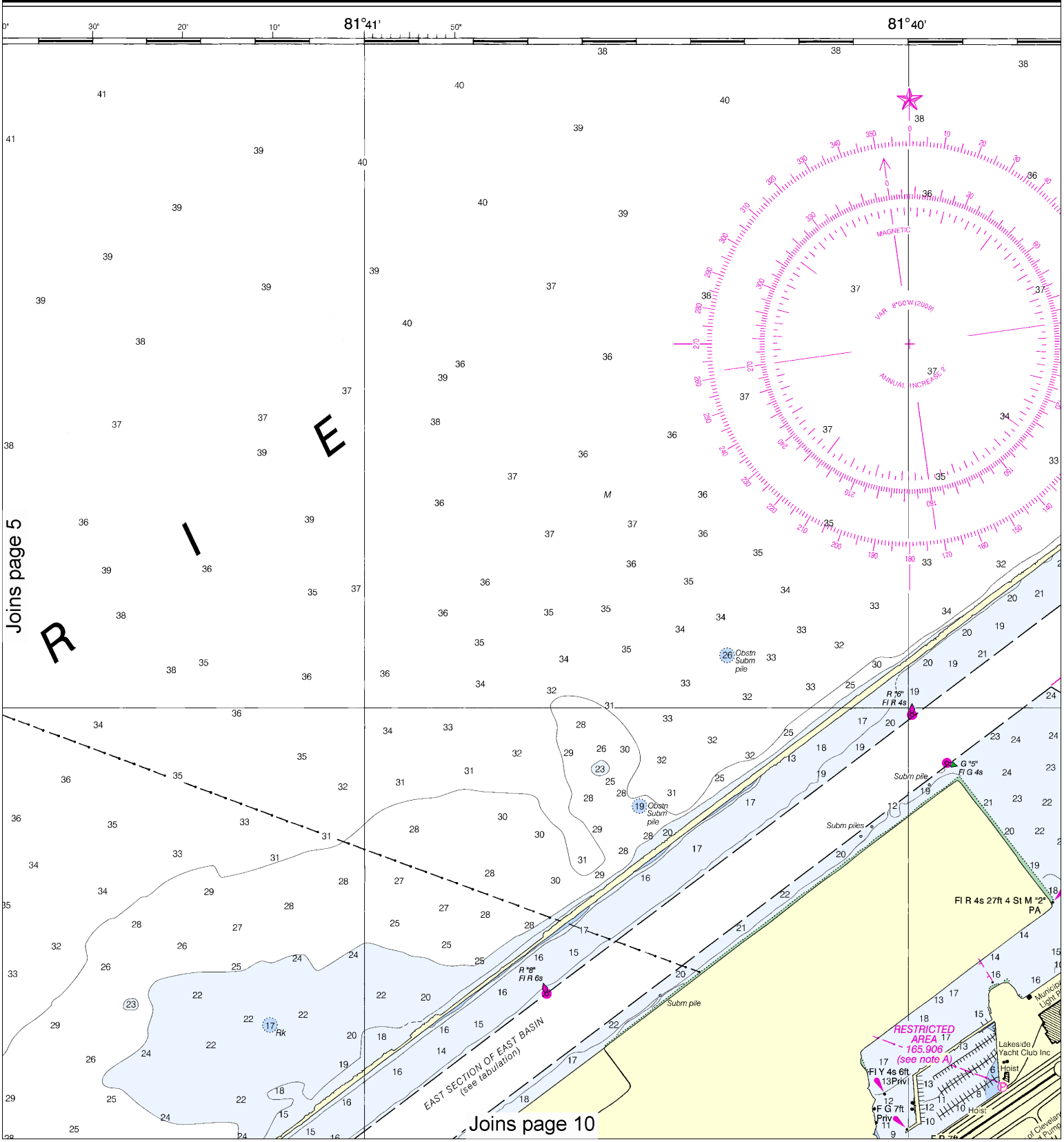
0

Yards

200 0 200 400 600 800 1000 1200



This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:13333. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.



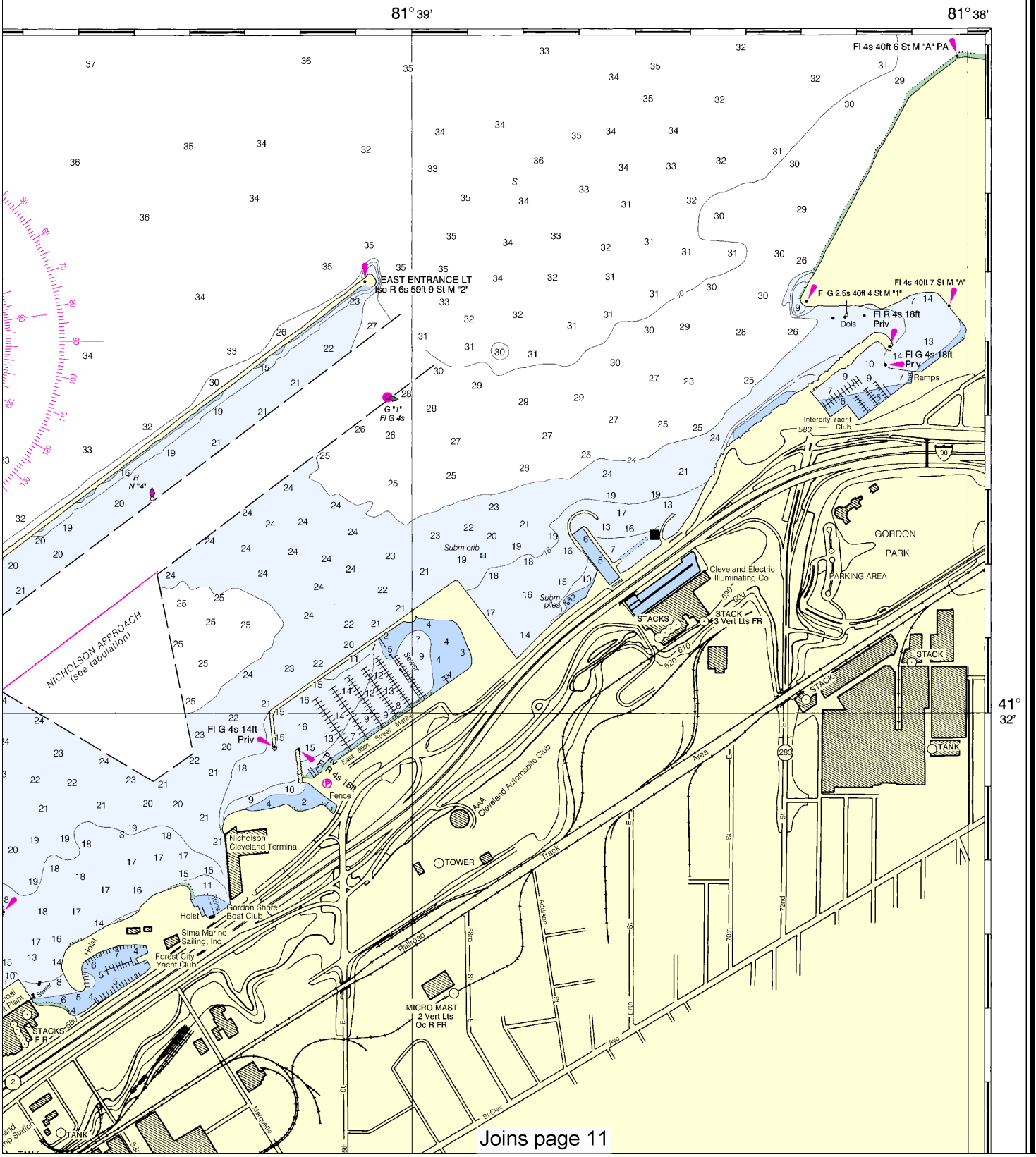
6

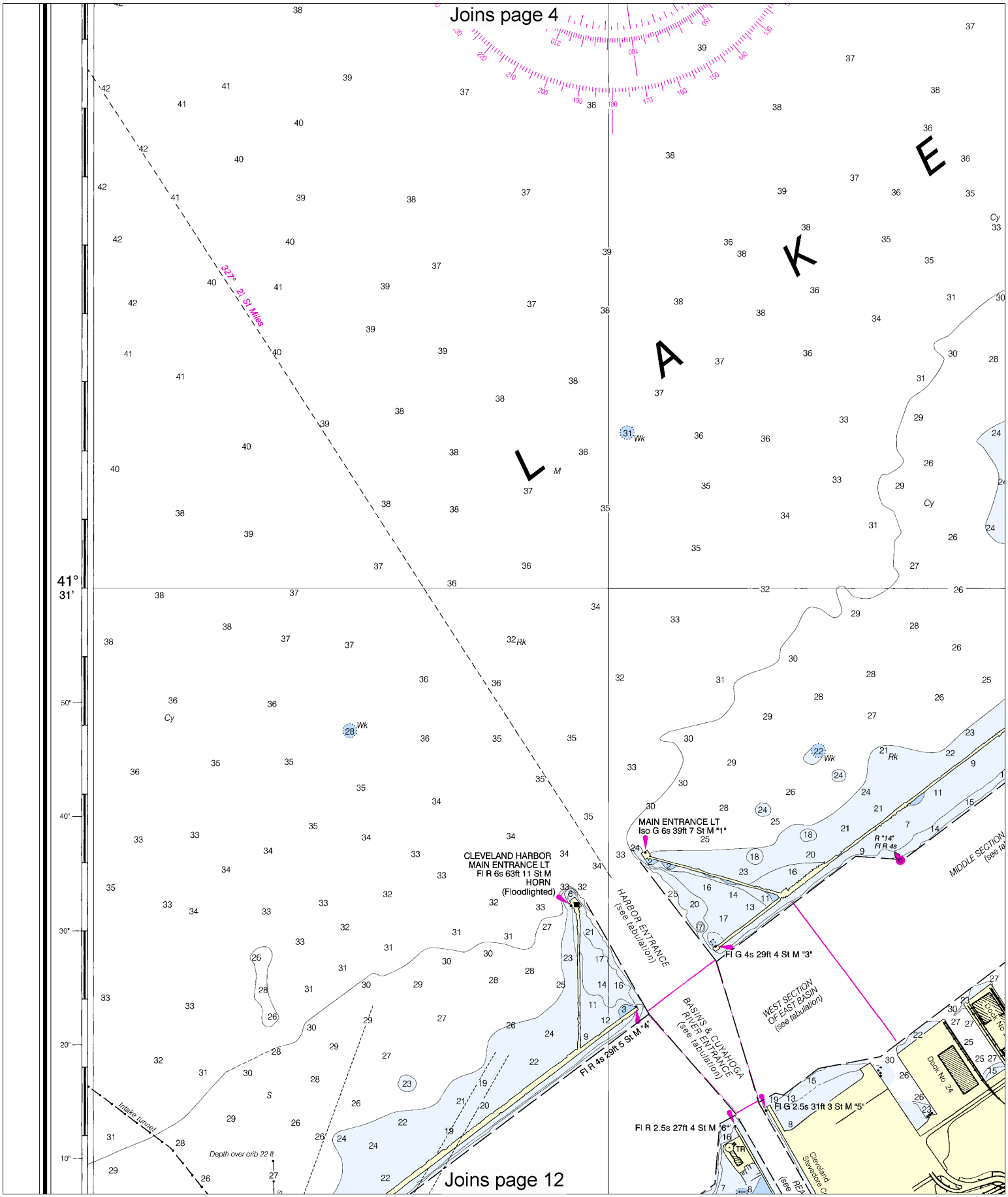
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:10,000~~ See Note on page 5.

Nautical Miles
0

Yards
200 0 200 400 600 800 1000 1200


81° 39'
81° 38'
41° 32'
EAST ENTRANCE LT
Iso R 6s 59ft 9 St M "2"
Fl 4s 40ft 6 St M "A" PA
Fl 4s 40ft 7 St M "A"
Fl G 2.5s 40ft 4 St M "1"
Fl R 4s 18ft
Priv
Dols
Fl G 4s 18ft
Priv
Ramps
Intercity Yacht
Club
G "1"
Fl G 4s
R
N "4"
NICHOLSON APPROACH
(see tabulation)
Subm crib
Subm
piles
GORDON
PARK
PARKING AREA
Cleveland Electric
Illuminating Co
STACKS
STACK
3 Vert Lts FR
STACK
STACK
STACK
TANK
Fl G 4s 14ft
Priv
R 4s 18ft
Fence
Nicholson
Cleveland Terminal
AAA
Cleveland Automobile Club
TOWER
Gordon Shore
Boat Club
Hoist
Sima Marine
Sailing, Inc
Forest City
Yacht Club
Railroad
MICRO MAST
2 Vert Lts
Oc R FR
STACKS
2 FR
TANK
Joins page 11



8

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:10,000~~

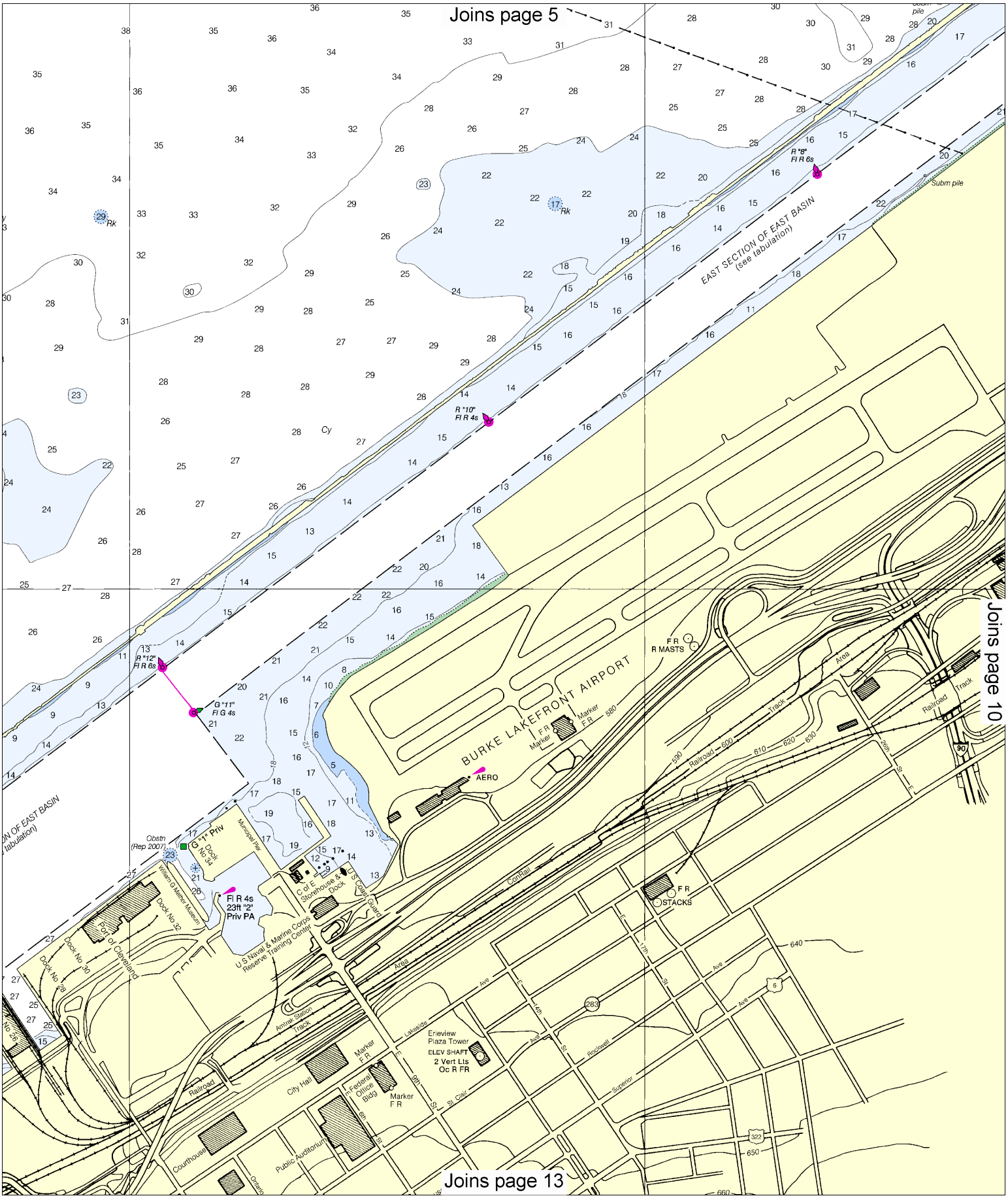
Nautical Miles

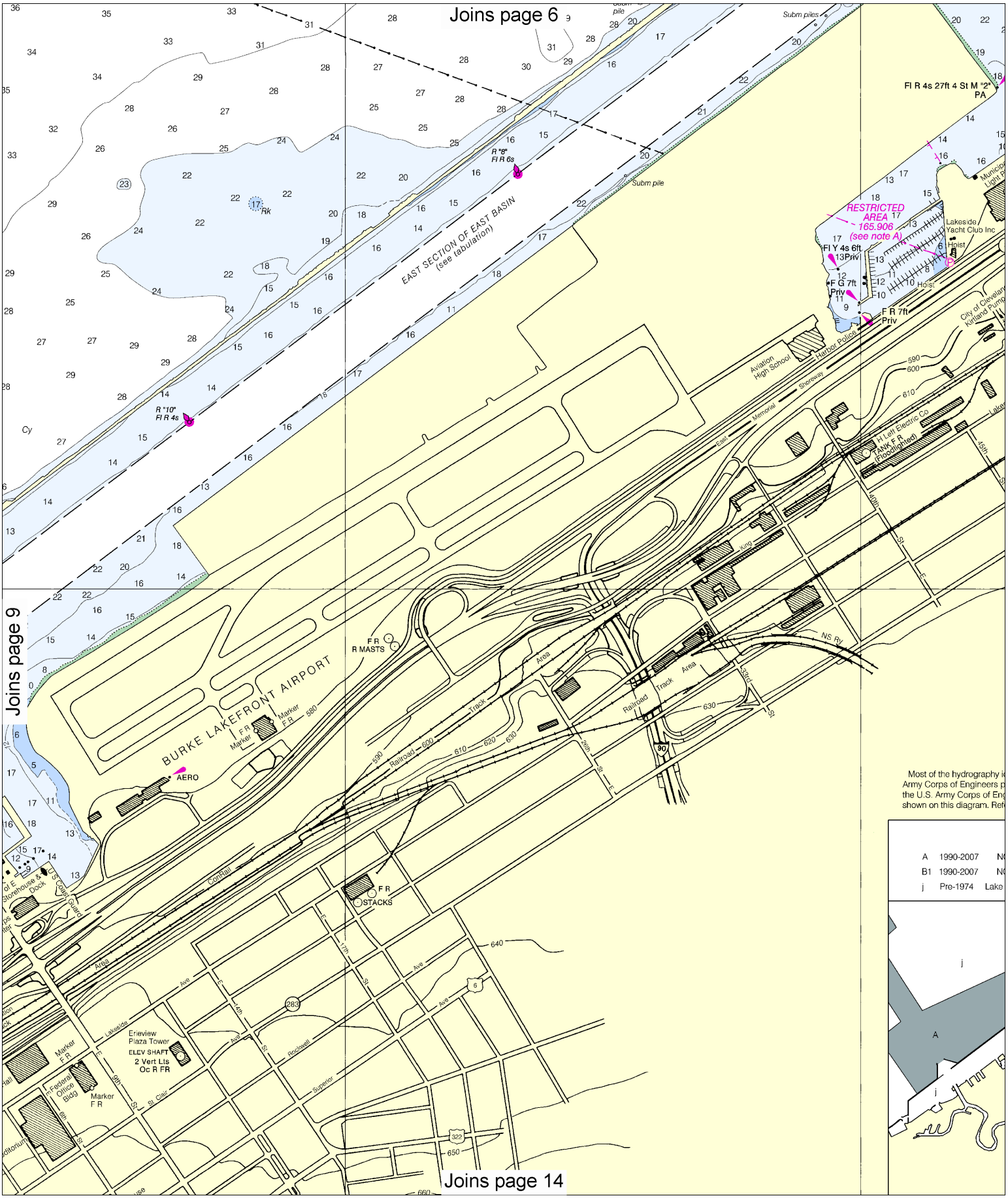
0

Yards

200 0 200 400 600 800 1000 1200

See Note on page 5.


Joins page 5
Joins page 10
Joins page 13
EAST SECTION OF EAST BASIN
(see tabulation)
R "10"
Fl R 4s
R "12"
Fl R 6s
G "11"
Fl G 4s
R "8"
Fl R 6s
Subm pile
Rk
Cy
BURKE LAKEFRONT AIRPORT
AERO
F R
R MASTS
F R
STACKS
Marker
F R
Obstn
(Rep 2007)
G "1" Priv
Dock No 34
Municipal Pier
Fl R 4s
23ft "2"
Priv PA
William G Mather Museum
Dock No 32
Dock No 30
Dock No 28
Port of Cleveland
U S Naval & Marine Corps
Reserve Training Center
C of E
Storehouse &
Dock
U S Coast Guard
ConRail
Amtrak Station
Track
Railroad
Lakeside
Erieview
Plaza Tower
ELEV SHAFT
2 Vert Lts
Oc R FR
City Hall
Federal
Office
Bldg
Courthouse
Public Auditorium
Area
Track
Railroad
Rockwell
Superior
St Clair
Ave
St
9th
17th
283
322
650
660
640
590
600
610
620
630
90



10

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:10,000~~

Nautical Miles

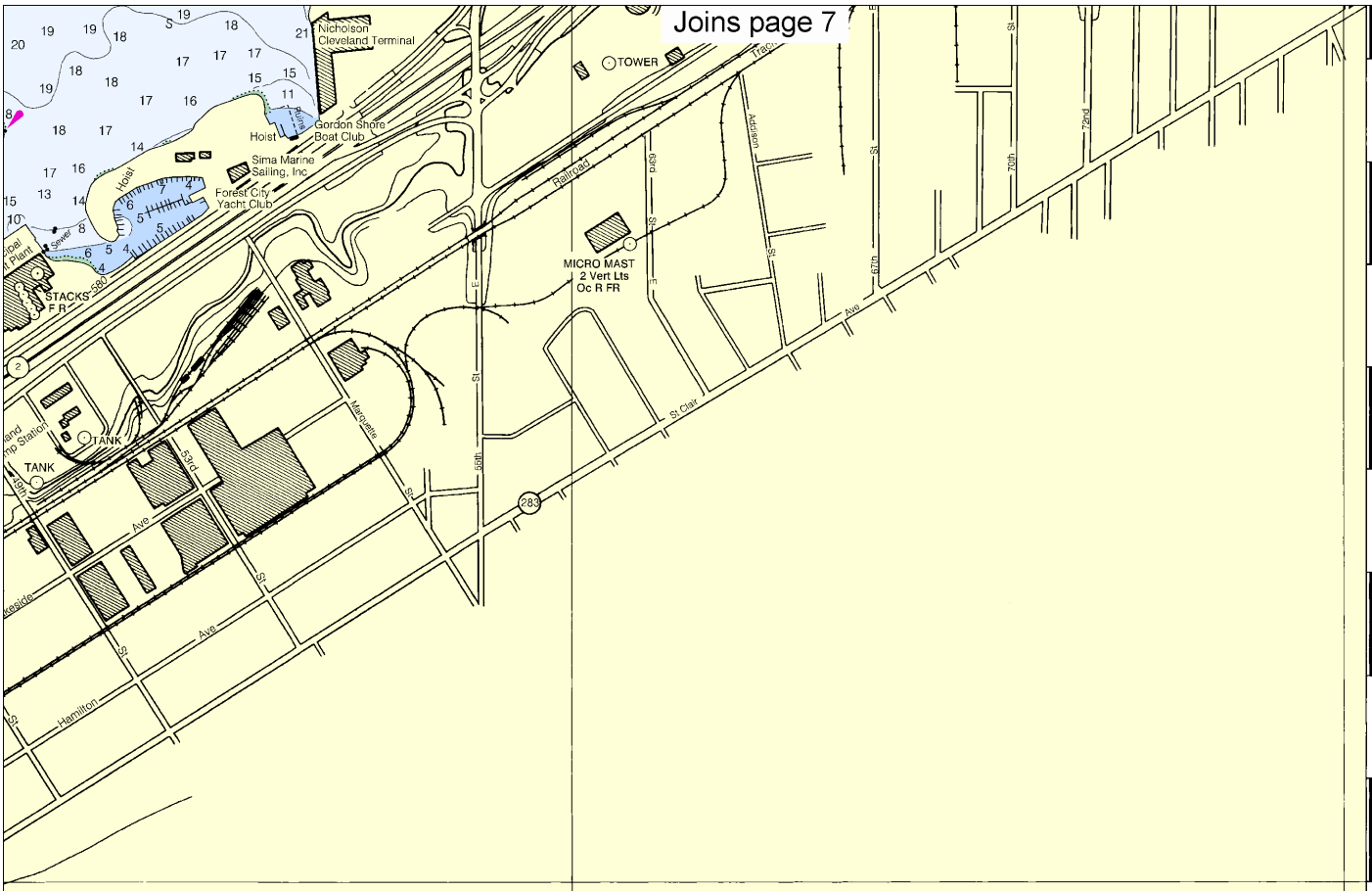
0

Yards

200 0 200 400 600 800 1000 1200

See Note on page 5.

Joins page 7



41° 31'

50"

40"

30"

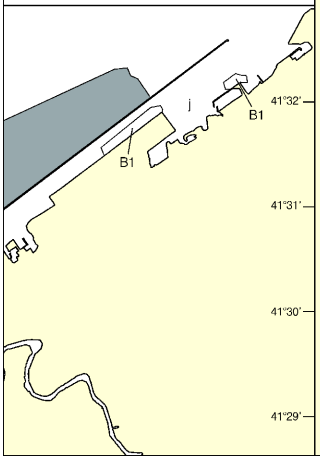
20"

10"

SOURCE DIAGRAM

y identified by the letter "j" was surveyed by the U.S.
prior to 1974. Channels currently maintained by
ngineers are periodically resurveyed and are not
efer to Chapter 1, United States Coast Pilot.

SOURCE	
NOS Surveys	full bottom coverage
NOS Surveys	partial bottom coverage
e Survey Surveys	partial bottom coverage



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - GREAT LAKES

LAKE ERIE - OHIO

CLEVELAND HARBOR

INCLUDING

LOWER CUYAHOGA RIVER

Polyconic Projection
Scale 1:10,000

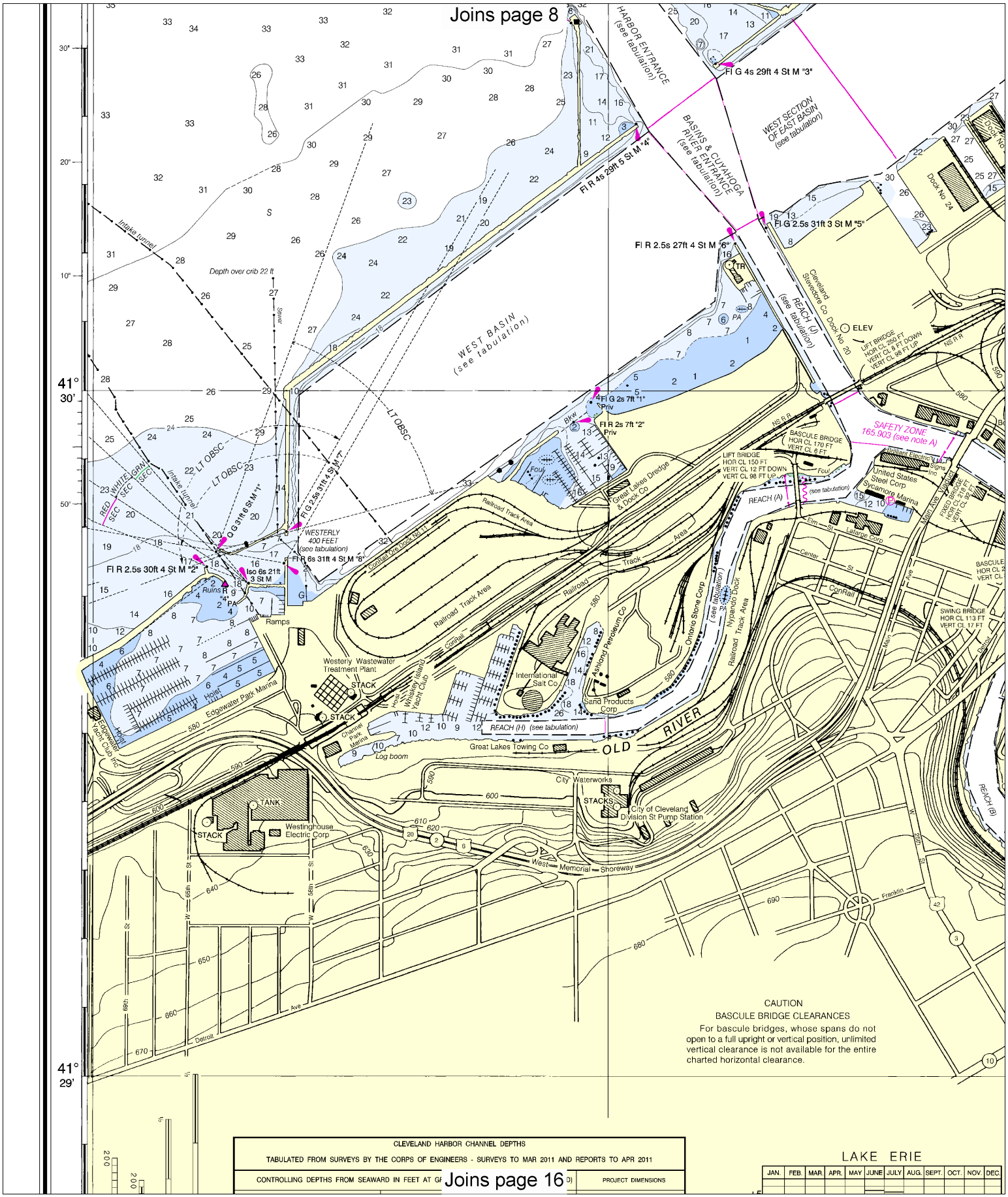
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET

Additional in

Joins page 15

nauticalcharts.noaa.gov.



Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:10,000~~

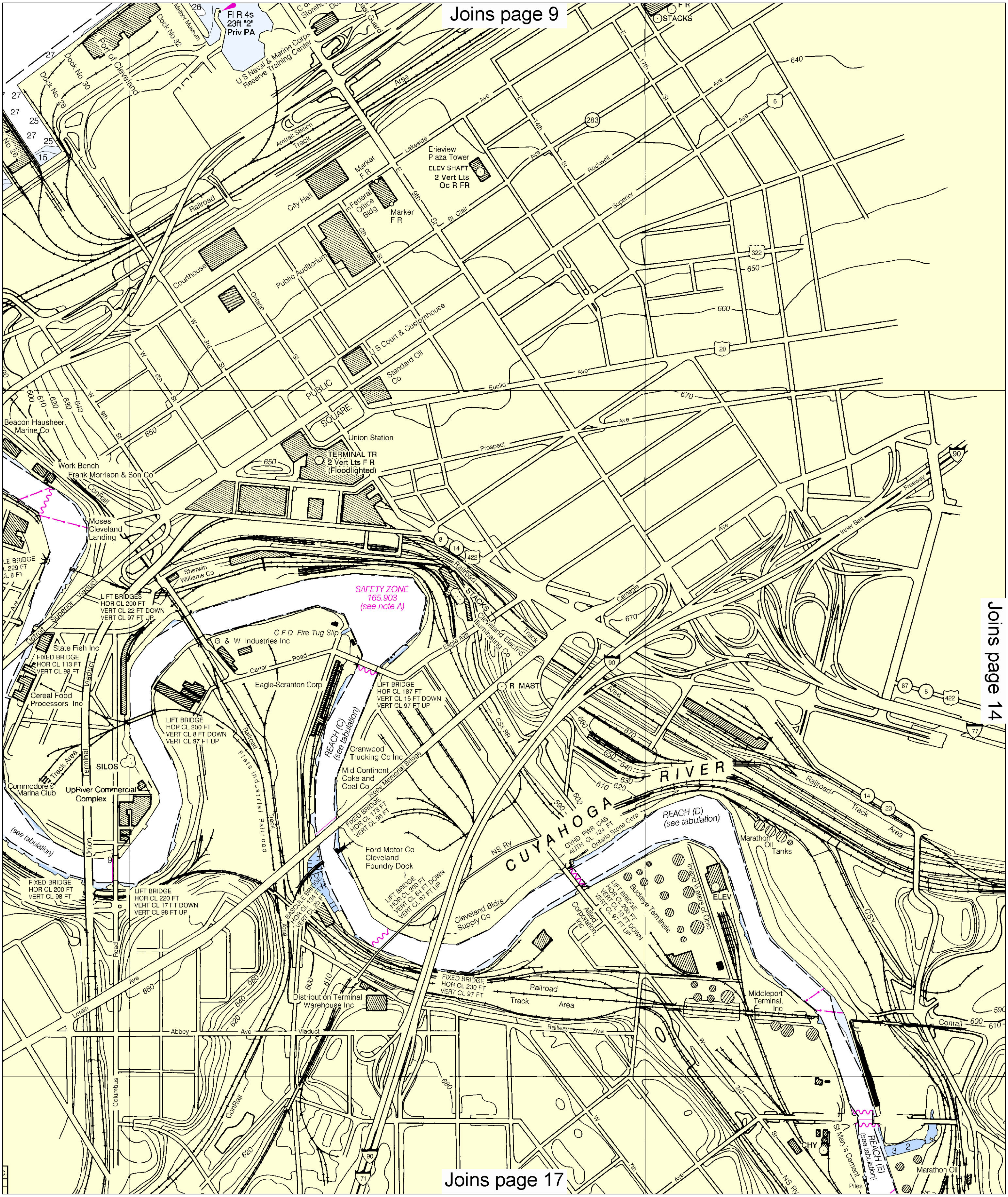
Nautical Miles

0

Yards

200 0 200 400 600 800 1000 1200

See Note on page 5.


Joins page 9
Fl R 4s
23ft "2"
Priv PA
U S Naval & Marine Corps Reserve Training Center
Port of Cleveland
Dock No 32
Dock No 30
Dock No 28
Marine Museum
Coast Guard
STACKS
Amtrak Station
Track
Railroad
Lakeside Ave
Erieview Plaza Tower
ELEV SHAFT
2 Vert Lts
Oc R FR
Marker F R
City Hall
Federal Office Bldg
Courthouse
Public Auditorium
Ontario
St Clair
Rockwell
Superior
U S Court & Customhouse
Standard Oil Co
PUBLIC SQUARE
Euclid Ave
Prospect
Union Station
TERMINAL TR
2 Vert Lts F R
(Floodlighted)
Beacon Hausheer Marine Co
Work Bench
Frank Morrison & Son Co
ConRail
Moses Cleveland Landing
Sherwin Williams Co
SAFETY ZONE
165.903
(see note A)
LIFT BRIDGES
HOR CL 200 FT
VERT CL 22 FT DOWN
VERT CL 97 FT UP
C F D Fire Tug Slip
G & W Industries Inc
Carter Road
Eagle-Scranton Corp
State Fish Inc
FIXED BRIDGE
HOR CL 113 FT
VERT CL 98 FT
Cereal Food Processors Inc
LIFT BRIDGE
HOR CL 187 FT
VERT CL 15 FT DOWN
VERT CL 97 FT UP
LIFT BRIDGE
HOR CL 200 FT
VERT CL 8 FT DOWN
VERT CL 97 FT UP
Flats Industrial Railroad
REACH (C)
(see tabulation)
Cranwood Trucking Co Inc
Mid Continent Coke and Coal Co
Hope Memorial Bridge
SILOS
Commodore's Marina Club
UpRiver Commercial Complex
FIXED BRIDGE
HOR CL 178 FT
VERT CL 96 FT
Ford Motor Co Cleveland Foundry Dock
FIXED BRIDGE
HOR CL 200 FT
VERT CL 98 FT
LIFT BRIDGE
HOR CL 220 FT
VERT CL 17 FT DOWN
VERT CL 96 FT UP
LIFT BRIDGE
HOR CL 200 FT
VERT CL 64 FT DOWN
VERT CL 97 FT UP
Cleveland Bldrs Supply Co
Cleveland Electric Illuminating Co
R MAST
CSX RR
CUYAHOGA RIVER
OVHD PWR CAB
AUTH CL 124 FT
Ontario Stone Corp
REACH (D)
(see tabulation)
Marathon Oil Tanks
Inland Waters of Ohio
Buckeye Terminals
ELEV
Allied Corporation, Inc
LIFT BRIDGE
HOR CL 200 FT
VERT CL 10 FT DOWN
VERT CL 97 FT UP
FIXED BRIDGE
HOR CL 230 FT
VERT CL 97 FT
Railroad Track Area
Distribution Terminal Warehouse Inc
Middleport Terminal, Inc
Inner Belt Freeway
Carnegie
Abbey Ave Viaduct
Railway Ave
Lorain Ave
Columbus
ConRail
Conrail
CHY
St Mary's Cemetery
REACH (E)
(see tabulation)
Marathon Oil
Piles
NS Ry
Joins page 14
Joins page 17

HORIZO
The horizontal ref
is North American Da
for charting purpose
to the World Geodet
Geographic positio
American Datum of
average of 0.189" nor
to agree with this ch

Navigation regulation
Coast Pilot 6. Additions
lished in the Notice to M
the regulations may be ob
mander, 9th Coast Guard
the Office of the District
Buffalo, New York.
Refer to charted regu

RADA
Radar reflectors
floating aids to n
reflector identifica
omitted from this

POLL
Report all spills of
National Response Cen
to the nearest U.S. Coa
munication is impossib

14

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:10,000~~

Nautical Miles

0

Yards

200 0 200 400 600 800 1000 1200

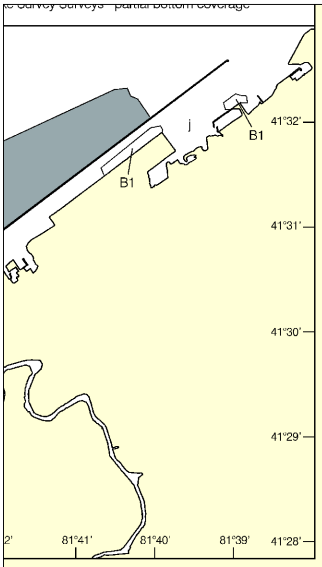
See Note on page 5.

Joins page 11

CLEVELAND HARBOR

INCLUDING

LOWER CUYAHOGA RIVER



Polyconic Projection
Scale 1:10,000

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET

Additional information can be obtained at nauticalcharts.noaa.gov.

NOTES

PLANE OF REFERENCE OF THIS CHART (Low Water Datum) ..... 569.2 ft. Referred to mean water level at Rimouski, Quebec, Canada, International Great Lakes Datum (1985).

SAILING DIRECTIONS. Bearings of sailing courses are true and distances given thereon are in statute miles between points of departure. The true bearing between any two points on this chart may be determined by connecting the two points with a straight line and measuring the angle of its intersection with a meridian line at or near the middle of the course.

AIDS TO NAVIGATION. Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

SYMBOLS AND ABBREVIATIONS. For complete list of symbols and abbreviations see Chart No. 1.

BRIDGE AND OVERHEAD CABLE CLEARANCES. When the water surface is above Low Water Datum, bridge and overhead clearances are reduced correspondingly. For clearances see U.S. Coast Pilot 6.

AUTHORITIES. Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey and U. S. Coast Guard.

30'
20'
10'
41° 30'
50'

ZONTAL DATUM
eference datum of this chart
Datum of 1983 (NAD 83), which
ses is considered equivalent
etic System 1984 (WGS 84).
tions referred to the North
f 1927 must be corrected an
orthward and 0.536" eastward
chart.

CAUTION

Due to periodic high water conditions in the Great Lakes, some features charted as visible at Low Water Datum may be submerged, particularly in the near shore areas. Mariners should proceed with caution.

Sailing courses and limits indicated in magenta are recommended by the Lake Carriers Association and the Canadian Shipowners Association.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 6 for important supplemental information.

NOTE A

ns are published in Chapter 2, U.S.
s or revisions to Chapter 2 are pub-
Mariners. Information concerning
obtained at the Office of the Com-
rd District in Cleveland, Ohio or at
t Engineer, Corps of Engineers in

gulation section numbers.

Ⓟ Pump-out facilities

SCALE 1:10,000

Nautical Miles
1/2 0 1/2

Statute Miles
1/2 0 1/2

Yards
200 0 200 400 600 800 1000 1200

Meters
200 0 200 400 600 800 1000 1200

AR REFLECTORS
rs have been placed on many
navigation. Individual radar
cation on these aids has been
s chart.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

LLUTION REPORTS
f oil and hazardous substances to the
enter via 1-800-424-8802 (toll free), or
oast Guard facility if telephone com-
ible (33 CFR 153).

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Akron, OH	KDO-94	162.400 MHz
Cleveland, OH	KHB-59	162.550 MHz
Grafton,OH	WNG-698	162.500 MHz

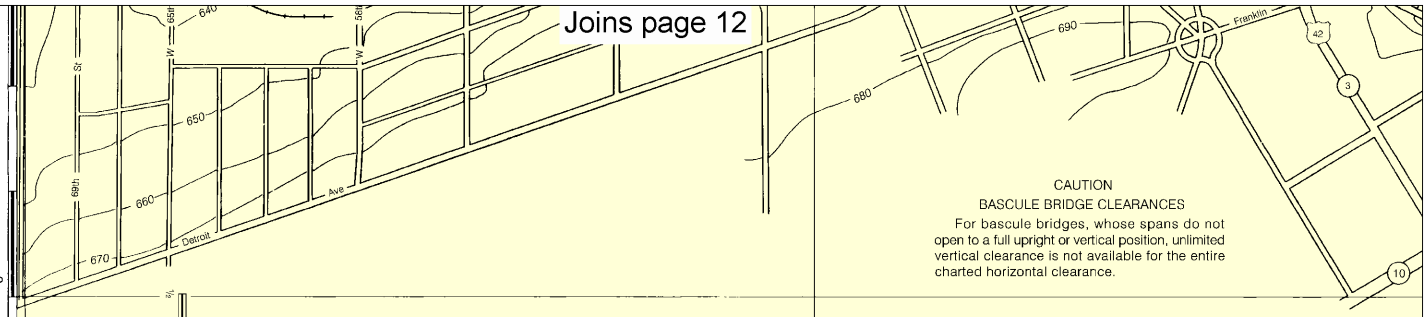
41° 29'

CAUTION

Improved channels shown by broken lines are subje[illegible] edges.

Joins page 19

Joins page 12



CAUTION
BASCULE BRIDGE CLEARANCES
For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

41° 29'

41° 28'

81°44'

81°43'

CLEVELAND HARBOR CHANNEL DEPTHS

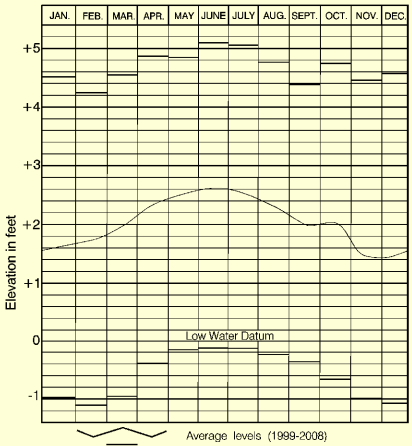
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO MAR 2011 AND REPORTS TO APR 2011

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT GREAT LAKES LOW WATER DATUM (LWD)						PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (FEET)	DEPTH LWD (FEET)
HARBOR ENTRANCE	26.6	28.6	29.0	25.3	10-10	600-700	1150	29
BASINS & CUYAHOGA RIVER ENTRANCE	25.4	28.0	28.0	23.2	10-10	230-760	1200	28
CUYAHOGA RIVER								
ENTRANCE TO BRIDGE 1 (J)	18.5	24.9	24.9	19.0	3-11	230	1700	27
BRIDGE 1 TO BRIGE 6 (B)	10.1	19.3	19.3	14.7	3-11	250-300	6300	23
BRIDGE 6 TO BRIDGE 12 (C)	9.7	12.9	12.9	8.1	3-11	180-700	5500	23
BRIDGE 12 TO BRIDGE 17 (D)	10.1	18.5	18.5	6.6	3-11	120-400	6400	14.2
BRIDGE 17 TO END OF TURNING BASIN (E)	13.9	18.4	18.4	13.1	3-11	110-250	4000	23
END OF TURNING BASIN TO BRIDGE 23 (F)	8.0	6.7	6.7	6.3	3-11	110-200	5200	23
UPSTREAM TURNING BASIN (G)	11.6	12.5	12.5	12.8	3-11	0-600	1000	18
OLD RIVER								
OLD RIVER (A)	11.2	13.7	13.7	13.0	3-11	120-125	5300	27
OLD RIVER UPPER END (H)	10.1	7.8	7.8	7.7	3-11	120	710	27
EAST BASIN								
EAST SECTION (A.)	16.9	22.2	22.4	19.5	10-10	500	14600	25
NICHOLSON APPROACH	22.2	22.3	22.2	21.8	10-10	400-1600	1300	25
MIDDLE SECTION (B.)	14.4	21.0	21.2	20.8	10-10	1270-1560	3800	27
WEST SECTION	18.6	22.9	27.5	24.7	10-10	1560	1300	28
WEST BASIN, MAIN SECTION	20.3	19.4	21.9	18.2	10-10	800-1560	4400	28
WESTERLY 400 FEET	16.5	14.7	14.1	12.9	10-10	330-800	400	28

A. TRAFFIC FLOWS IN EAST BASIN EAST SECTION FROM EAST TO WEST.
B. TRAFFIC FLOWS IN EAST BASIN MIDDLE SECTION FROM WEST TO EAST.

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

LAKE ERIE



Low Water Datum, which is the plane of reference for the levels shown on the above hydrograph, is also the plane o reference for the charted depths. If the lake level is above o below Low Water Datum, the existing depths are correspond ingly greater or lesser than the charted depths.

SCALE 1:10,000
Nautical Miles
Statute Miles
Yards
Meters

37th Ed., Oct./ 09 ■ Corrected through NM Oct. 24/09
Corrected through LNM Oct. 13/09

14839

CAUTION
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

SOUNDINGS

16

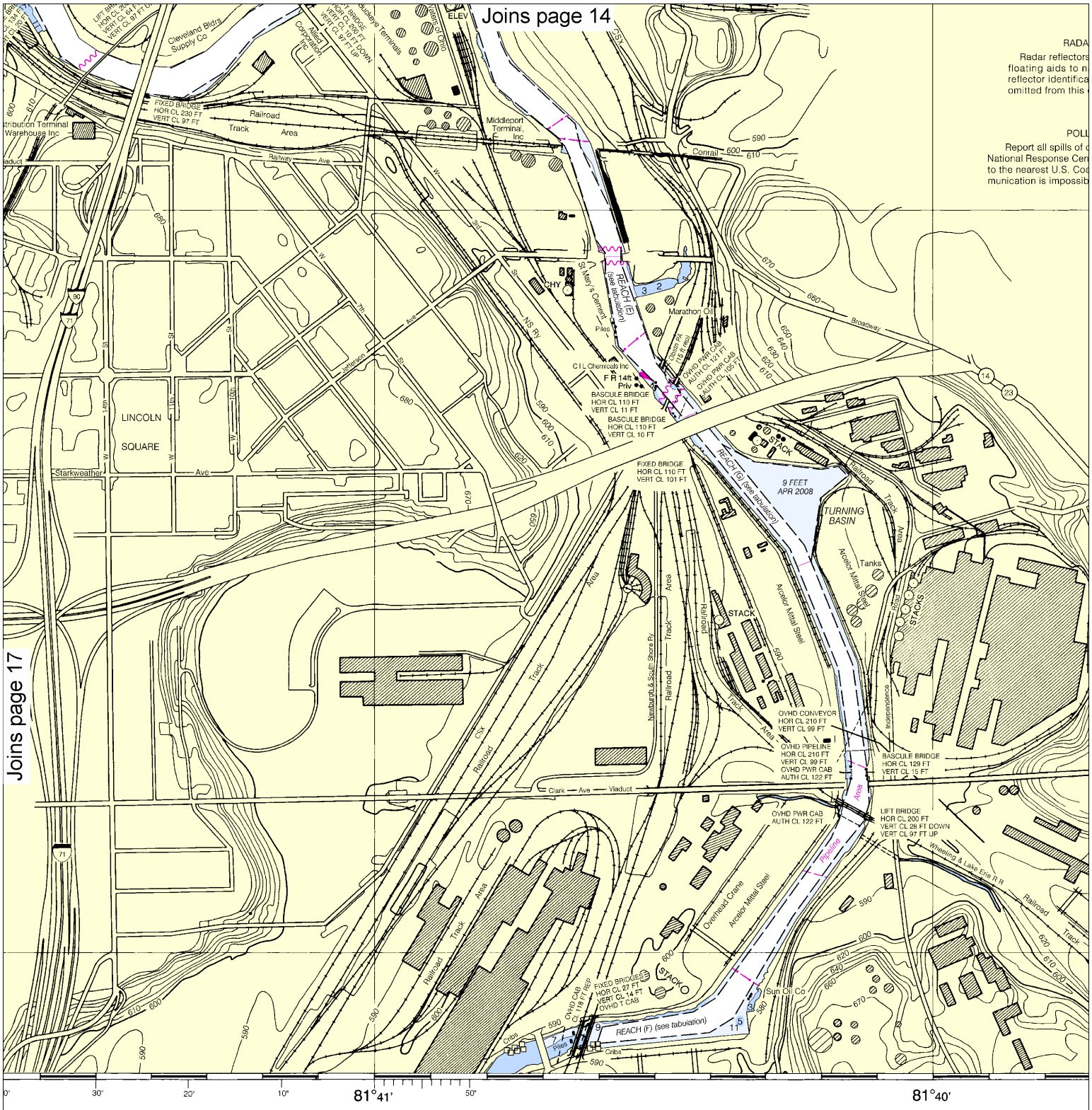
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:10,000~~ See Note on page 5.

Nautical Miles
0
Yards
200 0 200 400 600 800 1000 1200

S IN FEET

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY



Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:10,000~~ See Note on page 5.

Nautical Miles

0

Yards

200 0 200 400 600 800 1000 1200

Joins page 15

200 0 200 400 600 800 1000 1200

200 0 200 400 600 800 1000 1200

AR REFLECTORS

rs have been placed on many navigation. Individual radar cation on these aids has been s chart.

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Akron, OH	KDO-94	162.400 MHz
Cleveland, OH	KHB-59	162.550 MHz
Grafton,OH	WNG-698	162.500 MHz

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
⊙(Accurate location) o(Approximate location)

CAUTION

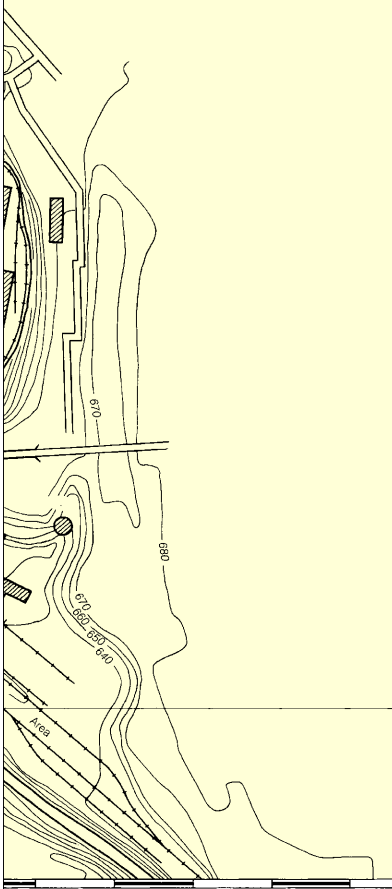
SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area *Cable Area*

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.



41° 29'

41° 28'

81°39'

81°38'

940.0 X 840.2 mm

FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31																

Cleveland Harbor

SOUNDINGS IN FEET - SCALE 1:10,000

14839

ED NO. 37

NSN 7642014010661

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

All Hazards NOAA Weather Radio NOAA's National Weather Service

NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.
http://www.nws.noaa.gov/nwr/

Quick References

Nautical chart related products and information	—	**http://www.nauticalcharts.noaa.gov**
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Report a chart discrepancy	—	**http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx**
Chart and chart related inquiries and comments	—	**http://ocsdata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs**
Chart updates (LNM and NM corrections)	—	**http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html**
Coast Pilot online	—	**http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm**
Tides and Currents	—	**http://tidesandcurrents.noaa.gov**
Marine Forecasts	—	**http://www.nws.noaa.gov/om/marine/home.htm**
National Data Buoy Center	—	**http://www.ndbc.noaa.gov/**
NowCoast web portal for coastal conditions	—	**http://www.nowcoast.noaa.gov/**
National Weather Service	—	**http://www.weather.gov/**
National Hurrican Center	—	**http://www.nhc.noaa.gov/**
Pacific Tsunami Warning Center	—	**http://ptwc.weather.gov/**
Contact Us	—	**http://www.nauticalcharts.noaa.gov/staff/contact.htm**

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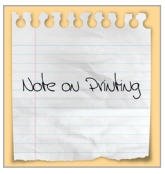

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NOAA's Office of Coast Survey The Nation's Chartmaker